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| CLASSIFICATION SECRET | | |
| COUNTRY <u>East Germany</u> | REPORT | |
| TOPIC <u>Welzow Airfield</u> | 25X1 | |
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| EVALUATION | PLACE OBTAINED | 25X1 |
| DATE OF CONTENT | 25X1 | |
| DATE OBTAINED | DATE PREPARED 23 August 1955 | |
| REFERENCES | | |
| PAGES <u>2</u> | ENCLOSURES (NO. & TYPE) | |
| REMARKS | | |
| This is UNEVALUATED Information | | |
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1. The following observations were made at Welzow airfield on 2 August 1955:
At about 0700, preparations were under way for air activity at the southwestern end of the runway. Two radio trucks with rod antennas, a radio truck with an umbrella-type antenna, and 15 motor vehicles including about 6 tank trucks were parked east of the runway. At about 0800, 3 of the 12 Il-28s parked on the southeastern taxiway were being towed by a vehicle on the runway and parked there, behind one other. At 0815, the first 3 Il-28s took off toward the east at intervals of about 1 minute. The 3 aircraft made an individual local flight within the range of visibility and subsequently landed at intervals of about 1 minute. Up to 1345, about 55 take-offs were made by the 12 aircraft parked on the southeastern taxiway. About 42 of the 55 take-offs were made by flights of three at intervals of about 1 minute between the 3 aircraft and the other take-offs were conducted by individual aircraft. Four of these aircraft flew so high that they could no longer be seen with the eye. It was noted that the aircraft which made local flights did not retract their landing gears. Each local flight lasted about 7 minutes. The aircraft involved appeared to be of the same type as those stationed at Werneuchen airfield. None of the aircraft observed aloft had a full-view cockpit.

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A total of 33 Il-28s or UII-28s and 2 transports with tail wheel were observed at the field. Six Il-28s were parked at the eastern end of the northern connecting lane, 15 Il-28s were on the middle section of the eastern taxiway and 12 on the southern connecting lane. The two transports were parked south of the former 6 Il-28s. At about 1400, no air activity was observed at the field.¹

2. On 2 August, the AA gun emplacement north of Lindenfeld was not occupied. Individual soldiers were ~~observed~~ observed there. Interior work was presumably under way in the presumed quartering building which was still unoccupied.
3. A Fishnet-type radar set and a model AA # MK 3 set were located about 150 meters north of the eastern end of the runway. A single-mast radio installation was observed northeast of the Neu Petershain-Welzow railroad line, presumably in the extension of the runway.²

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4. Construction work has progressed well since 28 June. The two buildings along the approach road were apparently completed, the 5 northern buildings were partially covered with tiles, and the 5 southern buildings were also completed up to the roof. Carpenter's work was still being done. Of the other buildings only the foundation walls or the scaffoldings were constructed. So far only two-story buildings have been completed.

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1. Comment. Observations of transportation indicated that ground units from the east arrived at Welzow airfield on 5, 9, 12, 25, and 26 July 1955. The fact that additional empty trains had to be made available leads to the assumption that more shipments might be expected. The IL-28s which were observed on 2 August 1955 belong to a new unit from the east which was expected to arrive in connection with the rail shipments. The presumed reconnaissance unit which had been stationed in Welzow prior to late June 1955 is still stationed at Briesen airfield.

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2. Comment. It has not been determined if these sets have been newly established. A Kniferest-type set was also located at the field in late June 1955. At the same time, a Token-type set was reportedly dismantled.

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